



# The China Mail.

ESTABLISHED 1845

NOTES OF THE  
LIFE IN HONGKONG  
AND SOUTH CHINA  
By Mrs. C. A.  
HUNTER, E.C.  
To be had of the  
China Mail Office  
Part I Revised Price 10 Cts.

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HONGKONG, THURSDAY, APRIL 30, 1914

庚申年三月廿四日

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ALEXANDRA BUILDINGS, Hongkong.

## UMEMOTO.

### PROFESSIONAL TATTOOER.

Orders attended to at the residence of  
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No. 12, Queen's Road East,  
Hongkong, Oct. 2, 1913.

## "HOLES" IN EVIDENCE

### ALLEGED DYNAMITE STEALING.

In the case of dynamite stealing from  
the Green Island Cement Company, Ltd.,  
which came before Mr. Master, for  
defendant, argued that it was absurd to  
imagine that defendant would have handed  
over the money to the police informer  
under the very noses of the police.

The prosecution stated formerly that  
defendant agreed to sell certain dynamite  
to a purchaser, a police informer. The  
defendant was alleged to have stolen the  
dynamite at Green Island. During trans-  
shipment to 'Hongkong the santon  
containing the dynamite and defendant  
were searched and the money, paid  
in purchase, was found under a seat.  
Mr. Master did not think a case was  
made out. The evidence was so full of  
holes, and the story was absurd.

Mr. Melbourne said since the previous  
evening he had given the case much con-  
sideration but he did not read the de-  
positions.

His Worship was urged by Mr. Master  
to read the depositions and said no jury  
would convict on such evidence.

An adjournment until Monday morning  
was arranged.

## THE PEAK CHURCH.

### Meeting of the Congregation.

The annual meeting of the members and  
congregation of the Peak Church was held  
last evening in St. John's Cathedral  
vestry, the Hon. Mr. H. F. Pollock, K.C.  
presiding. Among others present were the  
Rev. E. Copley Moyle (Hon. Sec.), Mr.  
Philip Jack (Hon. Treas.), Dr. Sanders,  
Mr. W. L. Patterson.

The committee, in their report for the  
past church year, stated that the out-  
standing feature was the heavy item for  
repairs necessitated by the ravages of white  
ants. The church was closed from the  
middle of October till Christmas, and  
during this time the roof was taken off,  
iron girders were substituted for the wooden  
beams, the wooden ceiling was taken away,  
the west window was changed into a new  
digitized looking triple window, the church  
was painted and colour washed inside and  
out, and electric light was installed.

The expenses for all these repairs were  
paid from the amount of money on fixed  
deposit and no special appeal was made.  
But it has almost entirely absorbed the  
credit balance. A children's service was  
held during the winter months by Rev. J.  
Kirk Macdonald on the first Sunday in  
the month and by Rev. E. Copley Moyle  
on the last Sunday. Sunday School was  
held on the second and third Sundays in  
the month under the able superintendence  
of Mr. Usher-Smith, assisted by Miss  
Baker Brown and Lieut. Hanning Lee.  
R.N. Mrs. Barton, Mrs. Patterson and  
Mr. Churchill arranged the after flowers  
and looked after the altar linen and  
Mrs. O'Hara played the harmonium at  
the children's services. Mr. Patterson  
audited the accounts which showed a  
balance at the bank of \$417.91 and cash in  
hand amounting to \$16.05.

The report and accounts were adopted  
by the motion of the Chairman, seconded  
by Dr. Sanders.

The officers and committee were re-  
elected for the ensuing year, the Chairman,  
with Mr. Jack, being empowered to as-  
certain the terms of the trust deed for the  
purpose of discovering whether two trustees  
could be elected in place of Messrs. J.  
Barton and A. Turner, who have both left  
the Colony.

In reply to the Chairman, Mr. Patterson  
said he was willing to become a trustee.

It was agreed to transfer \$300 of the  
balance in hand to fixed deposit.

Dr. Sanders voiced the thanks of the  
congregation to those gentlemen who had  
taken so much trouble in the restoration  
of the church, with such excellent result.

## THE FRUIT SEASON.

BOWEL complaint is sure to be prevalent  
during the fruit season. Be sure to  
keep a bottle of Chamberlain's Colic,  
Cholera and Diarrhoea Remedy on hand.  
It may save a life. For sale by all Chemists  
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## BUSINESS NOTICES.

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(which can be whipped but cannot be beaten)

It is  
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PURE  
CREAM**

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Messrs. THE SINCERE Co.,  
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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
HONGKONG TO CANTON.		CANTON TO HONGKONG.	
THURSDAY, 30th APRIL.			
8 A.M. 'HONAM.'		8 A.M. 'HEUNGSHAN.'	
10 P.M. 'FATSHAN.'		5 P.M. 'KINSHAN.'	
FRIDAY, 1st MAY.			
8 A.M. 'HEUNGSHAN.'		8 A.M. 'HONAM.'	
10 P.M. 'KINSHAN.'		5 P.M. 'FATSHAN.'	

### REDUCTION IN "SALOON" FARES

Commencing from 7th April the "Saloon" passage rates by the Company's Steamers  
will be reduced to—

Single Fare by Night Steamer	\$ 6.00
Return Fare by Night (available also for Return by day Steamer)	10.00
Single Fare by Day Steamer	4.00
Return Fare by Day Steamer	8.00

The attention of the travelling Public is drawn to the comfort afforded by the  
Company's vessels. Passengers arriving by Night Steamers from Canton (due at  
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without  
extra charge. Electric fans and electric light are available all night.

### HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO  
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf  
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

### MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

### EXCURSION TO MACAO.

SUNDAY, 3rd MAY.

The Company's Steamship "TAISHAN"  
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 4 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street  
Wharf.

This steamer connects with the excursion steamers returning from Macao at 5 p.m.

### FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'SUI TAI'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

### CANTON-WUCHOW LINE.

S.S. 'CAINAM' 588 Tons and S.S. 'NANSHING' 565 Tons.

One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday  
and Friday, at about 8 P.M., and the other leaves Wuchow for Canton every Monday,  
Wednesday and Friday, at about 8.30 A.M. Round trips take about 5 days.  
Passengers can return to Hongkong or vice versa by the Company's direct steamers  
'LINTAN' and 'SANUL'. These vessels have superior Cabin accommodation and are  
lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

ROTEL MANSIONS (First Floor).

Opposite Blake Pier.

## HONGKONG ELECTRIC CO., LTD.

### REDUCTION IN PRICE.

FROM 1st May, 1914 the price of  
current will be reduced to the follow-  
ing—

Electric Light and Fans, \$0.24 per unit  
Power, Lifts, Heating and  
Cooking, \$0.07

Power to Battered House, \$0.05  
Consumers' Rates, \$0.05  
Discounts will remain as before.

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, April 25, 1914.

## BUSINESS NOTICES.

## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
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ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway  
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GRAVING DOCK 787 x 88 x 34 1/2

Pumps empty Dock in 2-3 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
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PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. RILEY, can be seen between the hours of 11 a.m. and 12 noon  
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

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TELEPHONE 56, 212.

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GERMAN SAUSAGE FACTORY

(Deutsche Würstfabrik.)

Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can  
be obtained already sliced by 1/2 and 1 lb. etc.  
Beef and Pork sausages made fresh every morning.  
Special arrangements will be made with Hotels, Canteens,  
Boarding-houses, Ships, Picnic parties, etc.

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Victoria Terrace, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,  
Roof Garden.

Terms:—From \$5 per day Max.

Telegraph Add: "Peakhotel."

P. O. FEUSTEN

Manager.

## GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION  
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

## SINGON & CO.

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IRON, STEEL, METAL and HARD  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Fig Iron and  
Foundry Coke Importers, General Store-  
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37, Harewood Street, (2nd Street, west of  
Central Market) Telephone No. 515.

Hongkong, September 1, 1913.

## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate  
versed in literature, has been a teacher  
to European officials and merchants in the  
Colony for over ten years.

He has a good method of teaching Euro-  
peans to learn the Chinese language, and  
is possessed of a first rate certificate as a  
Chinese teacher. He has also a good know-  
ledge of Mandarin and Hakka.

Those who intend learning the Chinese  
language are requested to write care of  
China Mail Office or direct to 37, Hare-  
wood Road, 1st floor.

Hongkong, May 17, 1913.

## THE CARLTON HOTEL

Recently Renovated and Refurnished.  
Self-Contained Suites of Apartments with Private  
Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading  
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Under Personal Management of

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GENERAL MANAGERS.

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ICE HOUSE HONGKONG.

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FOR BREAD

## WEISMANN'S

FOR OAKS

## WEISMANN'S

FOR CHOCOLATES

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1st Grade Australian Butter: Government guarantee

Absolutely the Best Imported: only 75 cents per lb.

THE

## ALEXANDRA CAFE CO.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two shipways and can accommodate any craft  
of 200 feet long.

Town Office, 43, CORNHILL ROAD CENTRAL, Hongkong. Telephone No. 459.  
Shipyard, Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 87.  
Estimates furnished on application.

Hongkong, April 1, 1912

WONG PING WA, Manager.



CALDBECK MACGREGOR & CO.

ESTABLISHED 1864.

SOLE AGENTS FOR

FALCON PILSENER  
BEER

The only genuine imported Pilsener Beer sold  
at so low a price.

Per 1 dozen quarts \$3.00

Per 1 dozen pints 2.00

(Plus Government duties for local orders)















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A POWERFUL GERMICIDE,  
DISINFECTANT & DEODORANT.

PER PINT : 50 CENTS.  
PER GALLON : \$2.00

A. S. Watson & Co., Ltd.

CHEMISTS BY APPOINTMENT TO H. E. THE GOVERNOR.

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## VICTOR RECORDS

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MATERIALS.

IN THE MOST

UP-TO-DATE,

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THE EDWARD DISPENSARY,  
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GREAT REDUCTIONS IN  
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PRESCRIPTIONS ACCURATELY  
DISPENSED.

Patent Drugs, Patent Medicines, etc.

24, QUEEN'S ROAD, HONGKONG.

Opened 22, July 22, 1912

## MEMOS. FOR TO-DAY.

Bandmann Opera Co.'s Return Visit

Opening night.

8 p.m. Old Alkemy Dinner.

## MEMO. FOR TO-MORROW.

Wigman Tennis Club "At Home".

## General Memoranda.

SATURDAY, May 2.—

1.30 p.m.—V.R.C. Athletic Sports.

Interpret Show: Hongkong fire at

Kowloon.

Royal H.K. Yacht Club's Ladies Day.

SUNDAY, May 3.—

8 a.m.—Excursion to Macao.

Mon. May 4, Tues. 5, and Wed. 6.—

Shanghai Spring Race Meeting.

WEDNESDAY, May 6.—

King's Accession (1910.)

SATURDAY, May 9.—

Tricentenary Day, King George V.

R.K. Volunteer Reserves Annual Dinner.

SUNDAY, May 10.—

6.30 a.m.—Full moon.

THURSDAY, May 14.—

11.30 a.m.—Hongkong Electric Co's

Meeting.

MONDAY, May 18.—

Canton Insurance Office Meeting.

## The China Mail.

HONGKONG, THURSDAY, April 30, 1914.

## DRAUGHT OF SHIPS ON COST

OF TRANSPORT.

AS to the actual effect of increased draught on the economy of ships, Professor Sir John H. Biles recently gave to the Dominions Commission some suggestive data. It may be remembered that, some years ago he tackled the problem and presented to the Institution of Naval Architects a lucid case in favour of increased depth. His paper on that occasion took as a basis a 500-ft. cargo-carrier of 28 ft. draught and 12 knots speed. By increasing the length of the ship to 700 ft. without increasing the draught the actual cost of cargo-carrying would be increased from 8.6s. to 11.2s. per ton on a 5000-mile voyage, whereas were the draught increased in correct ratio to the length of the ship the cost would be reduced from 8.6s. in the 500-ft. ship to 7s. per ton in the case of the 700-ft. steamer. In other words, advance in size, including depth or hull, if rendered possible by deeper channels and harbours, would convert the loss of 2.6s. in the 700-ft. ship to a gain of 1.6s., as compared with the 500-foot ship on a 5000-mile voyage. Sir John Biles made further interesting investigations specially for the Dominions Royal Commission, the type of ship in this case being a passenger and cargo-steamer of 490 ft. and of 14 knots speed. The length of voyage assumed was 3000 sea miles, and a comparison was made between two conditions, one involving a constant draught of 28 ft. 3 in.—although the length might range up to 1000 ft.—and the other a draught varying as the length. It was found that in a 700-ft. ship the cost of transport per ton in a ship in which draught was limited (28 ft. 3 in.) was one and a half times as great as that in a ship of the same length but of proportionate draught. In a 900-ft. ship the cost was twice as great, and in a 1000-ft. ship it was two and a half times as great. This is accountable from first principles. Sir John pointed out that the weight

of hull for the restricted-draught vessel increased much more rapidly than the displacement. The beam could not be increased in the same ratio as the length, or the stability conditions would be interfered with. Before a great length was reached, the dead weight carried no longer increased as the length of the vessel increased, but began to decrease relatively. Further, the excessive proportion of breadth to draught in the large vessel of restricted draught was bad from the point of view of resistance, and therefore those running costs which depended on the power of the machinery were considerably increased. In this line of reasoning there is full justification for future Britannics, especially if, as Lord Pirrie rightly points out, harbours are developed to suit the real economic needs.

Lord Pirrie pleaded for an increase in depth of harbours to at least 45 ft., but in Professor Biles's 1000-ft. ship the actual draught works out at 37 ft. 6 in. if the fullest desirable draught is to be adopted. If the draught cannot be varied as the liner dimensions, the fullest economy cannot be realised. For instance, assuming that a harbour had a working draught of 40 ft., as suggested by Lord Pirrie as immediately necessary, the dimensions corresponding to this draught for a 14-knot ship would be about 700 ft. by 67 ft. by 71 ft. 4 in. depth. Were the dimensions increased without augmentation of draught, the cost of carrying cargo would be rapidly increased, and thus it becomes interesting to investigate the most economical length for ships of a given speed. In the case of a 12-knot purely cargo ship there would, according to Sir John Biles, be no appreciable variation between 700 ft. and 800 ft. In a 14-knot vessel the economical length would be 700 ft. if there were no revenue from passengers; but if the vessel were full of passengers a 1000-ft. ship would be as economical as a 750-ft. vessel if possible reductions could be made in the weight of hull of the former due to improvements in construction. At 17 knots the economical length for cargo-carrying without passengers would be 800 ft., and with passengers a 1000-ft. ship. For a 20-knot speed, the most economical length would be about 950 ft. for cargo revenue only, so that a 1000-ft. ship, when carrying passengers, would certainly not, in Sir John's view, be above the economical length. A 1000-ft. ship required a draught of 37 ft. 6 in. if the correct proportions be adopted. No doubt some reduction in this draught would result from a reduction in the weight of structure, but Sir John seemed to think that it was not unreasonable to predict that within twenty or thirty years a depth of harbour of 60 ft. could be profitably employed.

## NEWS OF THE DAY.

### LOCAL AND GENERAL.

The French cruiser Duplex sailed this morning.

Seven opium smokers were before Mr. Wood today on charges of using an opium

divan. The first defendant, who was believed to be the keeper, was fined \$100 and the others \$2 each.

A private rickshaw driver, standing outside the Weismann cafe, was charged before Mr. Melbourne today with causing an obstruction, and with refusing to give his name and address. He was fined 50 cents.

The steamer Asyria, belonging to the Hamburg-America Line, has been sold to Japanese buyers for about 28,500. She is of 2,530 tons gross and 1,544 tons net register, and was built at Hamburg in 1889, with dimensions 321.2 ft. by 40.3 ft. by 23.4 ft.

A marriage has been arranged between Robert Ronald Campbell (Craigish), of the Board of Education, eldest surviving son of the late James Duncan Campbell (Craigish), C.M.G., of the Chinese Imperial Maritime Customs, and Miss Mary Ley, eldest daughter of R. E. Mitcheson, Assistant Secretary, Board of Education, and Mrs. Mitcheson, 46, Ladbroke-square.

The Seventh National Shoe and Leather Market-fair and the International Shoe and Leather Week will be held in Boston, Mass., July 8th to 15th, 1914. The object of the fair will be to exhibit samples of American shoes, leather, other leather goods, also shoes and leather machinery and supplies. Local dealers and manufacturers are cordially invited to attend the fair and submit samples if they care to do so.

## TAI ON HEROES. THANKED BY THE GOVERNOR.

Strong Government Action  
Foreshadowed.

At Government House this morning H.E. the Governor, Sir Henry May, K.C.M.G., received the three heroes who offered such a stout resistance to the pirates on the Tai On—Capt. Wetherell, Chief Engineer McCartney and the Portuguese guard Diaz and thanked them on behalf of the Government and himself for their protection of the British flag. His Excellency in the course of his speech foreshadowed the adoption by the Government of a strong policy to prevent the repetition of such piratical outrages.

The reception took place in the drawing room. His Excellency being attended by Capt. Albon, A.D.C., Hon. Mr. Claud Severn, Colonial Secretary, and the Hon. Mr. M. of Messer, Captain Superintendent of Police.

Having welcomed the three officers, His Excellency addressed them as follows: "Gentlemen, I just wanted to say to you at the earliest possible moment how much I and the Hongkong Government appreciate your services on the occasion of this piratical attack. This is not, of course the only way your services will be recognised. We will do more for you within reason than what I am going to do today. This is merely an informal expression of my own admiration of your conduct and of the thanks of the Government for protecting the British flag and the passengers who were entrusted to your care."

I have seen it stated that resistance to these pirates is merely bungling and that the best thing for the officers and crews to do when attacked by pirates is simply to put up their hands and let the miscreants work their will on the ship. Well, that is not my idea of the duty of Englishmen who have the honour to watch over ships, which even though they may be owned by Chinese who are probably not British subjects are British registered and fly the British flag. The Government on the last occasion of the pirating of the Tai On took certain measures to give the officers a chance they had never had before of holding their own, and I am proud that on the first occasion upon which the British officers got a chance they held their own to such good effect that they repelled this strenuous attack, though they were greatly outnumbered.

It is terrible to think that these devils—for they are no better than devil—set fire to the ship in order to make good their escape and I only hope and pray that every single one of them has either met his death, or will be brought to justice. They have led to such a terrible loss of life. I can tell you that this Government will do something to prevent a recurrence of the Tai On. You know as well as I do with the number of Chinese boarding these vessels the passengers the facilities there are for smuggling arms on board. It is not an easy thing to stop, but still it has got to be done, and will have to be done to matter what trouble it entails, or what money it costs, because I am not going to have the British flag insulted by a pirates of distasteful Chinese pirates, or worse, of distasteful foreigners. I think you most heartily for backing up the Government in this direction and I assure you of my admiration and, I may say, the admiration of the whole British and Chinese community. Captain Wetherell, I will read you an official letter I have had addressed to you by the Government as a small expression of our appreciation of what you did.

"R. H. Wetherell Esq., Master, s.s. Tai On. Sir, I am directed to inform you that your spirited action on the occasion of the piratical attack on board the steamer 'Tai On' on the night of Monday the 27th of April, 1914, has been brought to the notice of the Governor. It appears that with the help of your colleagues Mr. McCartney, the Chief Engineer, and Mr. Evans, the Chief Officer, you gallantly withstood the armed assault upon the bridge, and that when the vessel had been set on fire you did all that lay in your power to obtain for other vessels in the vicinity, afterwards remaining at your post until all had left the burning ship."

Your devotion to duty in circumstances of great peril was worthy of the highest traditions of the British Mercantile Marine Service and I am to convey to you the thanks of His Excellency and the Government of Hongkong for your courageous conduct, which was the means of saving many lives.

I am, Sir, your obedient servant, (Sd.) Claud Severn, Colonial Secretary.

His Excellency, addressing Captain Wetherell, added: "I may say here that inquiry will be made into the circumstances under which certain ships, though they knew the Tai On was on fire, did not stand by to render her assistance. I thank you again very much, and add my own personal opinion of you at this moment is that you are one of the finest officers I have ever shaken hands with."

Addressing Chief Engineer T. D. McCartney, His Excellency said: "Mr. McCartney, you come of the Scotch race, which has proved itself equal to any emergency and you are a fine specimen of that race. His Excellency then read to Mr. McCartney the following letter from the Government, signed by the Colonial Secretary: "Sir—I am directed to inform you that the valuable services, which you rendered on the occasion of the piratical attack on board the steamer 'Tai On' on the night of Monday, the 27th of April, 1914, have been brought to the notice of the Governor. You gallantly supported the efforts of the Captain in repelling the armed assault on the bridge, and afterwards when the vessel had been set on fire. I am to convey to you the thanks of His Excellency and the Government of Hongkong for your brave conduct."

His Excellency congratulated Antonio Diaz. You acted a very brave part, he said, you the foreman of the guard put on board, and you showed that the Portuguese race has still got lots of the

## THE "TAI ON" PIRACY. DEATH OF A SUSPECTED PIRATE.

At 7.45 last night, at the Government Civil Hospital, a Chinese named Loung Ping Wan, who was removed to the institution suffering from burns, died. He was suspected as being a pirate on board the s.s. "Tai On." Another suspected pirate is at present confined in the hospital and his condition is critical. He has also been burnt.

The Water Police have only 13 persons in custody, the remainder of the 180 detained having been released on their own personal bond or on that of friends and relatives. In some cases those coming forward as guarantors were high class Chinese families of Hongkong. The thirteen detained have so far been unable to give a satisfactory account of themselves.

## CANTON'S MILITARY GOVERNOR ARRIVES.

Leung Kan K'wong, Military Governor of Canton, and Resident Commissioner and brother of the Governor General and T'utah of Canton city, arrived in the harbour this morning on one of the Chinese battleships. The usual salutes were exchanged and the distinguished visitor was received by Capt. Allison, the Governor's aide-de-camp and Major Stewart, General staff officer. The guard of honour, drawn from the Duke of Cornwall's Light Infantry and then General K'wong, motorcade to Government House where he was received by H.E. the Governor and partook of tiffin. General K'wong will be entertained to tea at the Chinese Club and to-morrow he will be the guest of the Chinese community. Special police precautions were taken to ensure the safety of the visitor, it being noticeable that all the luko go on duty at the pier and along the route to Government House were armed with revolvers. Happily no untoward incident occurred.

## THE OIL FIRE.

Theory of its Origin.

The oil tank fire at the Standard Oil Company's premises at Lai-Chi-Kok burnt itself out during the night. A representative of the "China Mail," who visited the works at seven o'clock last night, found that all but a foot of oil had been consumed at that time, the blaze, though far smaller than it had been earlier in the day, was still high, and a staff of firemen was still employed in keeping the nearest of the six other tanks cool, by playing jets of water on them, in addition to those which constantly circulate through the centre of the retainers. The danger to the godown in the vicinity, too, was still apparent, and these were also receiving attention.

Mr. Bolles, manager of the company's Hongkong branch, who was at the works at the time of the "Mail" reporter's visit, advanced an interesting theory as to the cause of the outbreak. His opinion is that the structure of the tank was subjected to exceptional stress by the constant expansion and contraction of the metal, and that this found a weak spot, causing a sudden collapse of the roof. The oil reached to within three feet of the top of the tank, the intervening space being occupied by highly volatile fumes, and when the roof collapsed these were probably ignited by a spark due to the friction of portions of the metal.

Mr. Bolles contradicted the statement that the company had any trouble with coolies, and added that the whole of the Chinese staff, as well as the employees of other nationalities, worked splendidly. He added that he expected to get valuable information from his observations of the fire, which is the first the company has had to deal with in Hongkong.

An expression of thanks to all concerned in subduing the fire, from the Standard Oil Co., is published on page 10.

For which it is famed in history. I am glad to think that you, as a member of a country which was the ancient ally of Britain, stood by British officers in this death-struggle with the heroism with which you did.

His Excellency read the following official letter to Mr. Diaz, over the signature of the Colonial Secretary:

"Sir—I am directed to inform you that His Excellency the Governor has heard with much pleasure of your gallant conduct on the occasion of the piratical attack on board the steamer 'Tai On' on the night of Monday, the 27th of April, 1914. It appears that with your colleagues you assisted the officers in preventing the pirates from capturing the bridge and wheel-house, and that while so doing you shot down several members of the gang. I am to convey to you the thanks of His Excellency and the Government of Hongkong for your services."

His Excellency took leave of the officers with the words "I am proud to shake hands with you, and I am only sorry I was not beside you to help you. I will only add that I deeply regret the loss of Mr. Evans, and so many others, especially Mr. Evans who met a bitter fate this night. I have asked the Captain Superintendent of Police and the Harbour Master to inquire into the losses you incurred, and the Government will deal fairly with you in this matter."

## BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic, Cholera, and Diarrhoea Remedy should be given. For sale by all Chemists and Druggists.

## HELENA MAY INSTITUTE FUND.

The Honorary Treasurer begs to acknowledge with thanks the following donations:—

Idol's Eye Fund ..... \$400.00

G. M. Young, Esq. .... 50.00

## MANSLAUGHTER CHARGE.

SEQUEL TO A SQUALL OFF  
KOWLOON.

In Mr. Melbourne's Court this morning, Li Ku, a Chinese sampan owner, was charged with feloniously killing and slaying Yau Sau Man in Kowloon Bay on 27th March. Mr. Agnew, of Messrs. Harding and Agnew, defended.

Dr. Smalley said he saw the body at the Kowloon mortuary. A post mortem examination showed that death was due to drowning.

Mr. M. McFar, Inspector of junks at the Harbour Office, proved examining a boat on the foreshore at Kowloon City. It was a small dug out. If the boat was licensed it would be allowed to carry six persons including the crew.

It is stated by the police that the boat was over-crowded and in a gale in Kowloon Bay it capsized and the deceased was drowned.

The case was proceeding as we went to press.

## BIG OPIUM HAUL.

Revenue Officer Wilden made an amazing haul in opium last night. He boarded the s.s. Hai Yang, a Douglis steamship, on his completion of the trip from Swatow, and arrested the second fireman on a charge of being in possession of 1500 taels of opium.

The case was mentioned in Mr. Wood's court this morning and formerly remanded until Saturday.

## INJUNCTION GRANTED.

Rice Pounding Annoys Neighbours.

Mr. Justice Gompertz in the Supreme Court this morning granted, on the application of Mr. Eldon Potter (instructed by Mr. Needham, of Messrs. Evans and Needham), an injunction against the Kung Yik Tai firm, of 276 Wing Lok Street, restraining them between the hours of 9 p.m. and 6 a.m. from pounding or grinding rice or otherwise using their premises so as to cause injury or annoyance to the plaintiffs, the Yu Hing firm and the Chan Man Chan firm, whose premises are situated on either side of defendants'.

Mr. Potter explained that an expert injunction had already been granted by the Court in similar terms, and said the noise of the defendants' machinery, which worked almost incessantly through the night, was a great nuisance and annoyance to the plaintiffs and their servants who resided on the premises.

## OPIUM DROSS.

Fines of \$500 were imposed upon two Chinese who were to-day convicted by Mr. Wood on a charge of being in unlawful possession of 22 taels of opium dross being 20 in excess of the amount allowed by Government.

Mr. Humphreys, prosecuting, asked for a heavy penalty and explained to his Worship that the Government bought back the dross at the rate of \$1.60 per tael. It was, he said, very hard to get back the dross as the Chinese made a profit on it selling it at over \$3 a tael.

## THE SANITARY BOARD ELECTION.

The voting of the Rate Payers, etc. of the Colony to elect one of their number to fill the vacancy on the Sanitary Board takes place to-morrow. There are two names put forward as candidates; Mr. W. L. Carter, proposed by the Hon. Mr. E. A. Havett, C.M.G., and seconded by Hon. Mr. H. E. Pollock, K.C., and Mr. P. W. Goldring, proposed by Mr. E. J. Grist and seconded by Mr. Playfair.

Interesting appeals by both candidates are published on page 10.

## SOCIAL AND PERSONAL.

We regret to report the death of Rev. Br. Peter, a new director of St. Joseph's College, who arrived in the Colony less than a month ago. He died at the Convent Hospital (West Point) at about 3 o'clock this afternoon, it is thought from typhus fever. The funeral will be held to-morrow afternoon.

Mr. Ad. Widmann, partner in Messrs. Melchers and Co., arrived here accompanied by Mrs. Widmann and family, by the s.s. "Princess Alice" on Tuesday, to take charge of the Hongkong firm of Messrs. Melchers and Co. Mr. Widmann first came to the East in April, 1899, and has since been stationed at Shanghai, except for a few months when he had charge of the Hankow branch of the firm.

DON'T Forget after the show, Supper, and Light Refreshments.  
ALEXANDRA CAVE  
Open Till Midnight

## SPORTING.

### CRICKET.

Soldiers' Club Cricket Shield Final.

ROYAL ENGINEERS' v. LEFT HALF

D.C.L.I.

This match was played at Happy Valley yesterday. The Engineers' did only moderately with the bat, but Lewis and Morris did some sensational bowling, dismissing the D.C.L.I. for 17 runs. Score:—

ROYAL ENGINEERS.

Morris, b Plant ..... 13

McGregor, b Plant ..... 5

Pearce, c Palmer, b Stroudley ..... 5

Lewis, b Stroudley ..... 9

Scott, b Plant ..... 21

Kelly, c Wyatt, b Plant ..... 0

Whiting, c and b Plant ..... 0

Moutrie, c Carter, b Plant ..... 12

Tucker, l.b.w. b Wyatt ..... 1

Heath, not out ..... 7

Richards, b Wyatt ..... 8

Extras ..... 9

Total ..... 78

NOVEMBER ANALYSIS.

Plant ..... 0

Stroudley ..... 7

Wyatt ..... 4.5

Left Half D.C.L.I.

Palmer, l.b.w. b Morris ..... 6

Gooding, b Lewis ..... 0

Stitzgerald, c and b Morris ..... 4

Plant, c Pearce, b Morris ..... 0

Wyatt, b Morris ..... 2

Turner, b Lewis ..... 0

Carter, b Morris ..... 0

Bowler, b Lewis ..... 1

Newson, c McGregor, b Morris ..... 0

Howell, b Morris ..... 0

Stroudley, not out ..... 0

Extras ..... 1

Total ..... 17

BOWLING ANALYSIS.

Lewis ..... 0

Morris ..... 7.2



## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## THE ULSTER PROBLEM.

## MR. CHURCHILL'S CONCILIATORY SPEECH.

## The Debate Resumed.

LONDON, April 29. Mr. Churchill, concluding his speech, appealed to Sir Edward Carson, who was running the risk of strife, to run the risk for peace, adding, "I am running some little risk in what I now say." He defended the right of the Government to send troops to Ulster, to arrest the leaders, and to take other drastic measures, but it was inadvisable in the circumstances with which they had had to deal. He asked the House, even at that late period, to seek a better solution of the problem than civil war. He alluded to the anxiety that was felt by every friendly country owing to the belief that the balance of power would be presently changed. Foreign countries did not realise that external difficulties would displace internal dissensions. If that were feasible at the higher call to patriotism, why not at the call of internal unity? He accused those who were preparing for civil war of having other purposes in wanting to subvert the regular system of Parliamentary Government. The Government would not use force until force was used against the representatives of law and order.

## A Dramatic Debate.

The debate, which was subsequently adjourned, was of a most dramatic nature, beginning with passionate temper and ending in a renewal of the talk of a settlement.

Sir E. Carson should have followed Mr. Churchill but did not speak, retiring to consult his colleagues.

Great importance is attached in the Lobby to Mr. Churchill's peroration. It is considered that the suggestion, however vague, is an advance on the Government's original proposals, and indicates that the Government is feeling the way towards a federal solution of the matter.

## The Nationalists Complacent.

Though Radicals are alarmed at Mr. Churchill's suggestion, which they regard as equivalent to responding to "a grave and unprecedented outrage" with an offer of a new concession, there is a disposition to wait the amplification of an offer which Mr. Asquith is expected to furnish. The Nationalists, to whose persuasions the Government's non-adoption of retaliatory measures in the matter of the gun-running is attributed, regard the position with complacency.

## Making for Peace.

Captain Craig, interviewed on the subject of Mr. Churchill's speech, expressed the opinion that it was the most important advance in the interests of peace which had yet been made, and he confidently expects further negotiations with the leaders.

Mr. Redmond is quoted in the *Daily Mail* as having said: "If Sir Edward Carson does what Mr. Churchill suggests I will try to effect an honourable settlement."

## A "Peaceful" Press.

The papers strike a much more peaceful note to-day with the denials of stories of Nationalist gun-running and of the troops in Ireland demanding conditions of service, and generally there is a friendly reception of Mr. Churchill's offer.

LATER.

## Cabinet Meeting.

Another meeting of the Cabinet will be held to-day.

## Battle Squadron? At Belfast Lough.

The Third Battle Squadron has arrived at Belfast Lough.

## A False Alarm.

There was intense excitement in Belfast on the Squadron being sighted. It, however, turned out to be a cruiser and ten destroyers.

## "Thank You."

The Ulsterites saluted and signalled "Welcome" to which the cruiser replied "Thank you."

## Nationalist Gave.

Despite denials of the coast guards, the Nationalists maintain that arms were landed at a cave at Lough Swilly.

## Mr. Churchill's "Offer."

In the House of Commons, Mr. Asquith emphasised that Mr. Churchill's offer was on his own account,

## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## TERRIBLE MINE DISASTER IN AMERICA.

## 203 PERISH.

LONDON, April 30. As the result of explosions in a coal mine at Eccles, West Virginia, 203 perished. The mine was soon ablaze, and rescue were impossible.

## DUKE OF ARGYLL SERIOUSLY ILL.

LONDON, April 30. The Duke of Argyll is suffering from double pneumonia, and his condition is serious.

## HOME RACING.

## RESULT OF THE TWO THOUSAND.

LONDON, April 29. The race for the Two Thousand Guineas (1 mile) which was run at Newmarket to-day resulted as follows:—

Sir John Thurstley's Kennymore (Stern) 1  
Lal. Londonderry's Coreya (O'Neill) 2  
Mr. J. B. Joel's Black Jester (Randall) 3  
Won by a short head. Two lengths separated second and third.

Sir E. Cassel's Hapsburg (Rickaby) was fourth.

The betting on the course on the first three was 2 to 1 against Kennymore, 7 to 2 Coreya, 20 to 1 Black Jester.

Also ran:—Sunny Lake (H. Jones), Trois Temps (Whalley), Courageous (F. Bullock), By George! (Hunter), Sorci (Hewitt), Phebeion (Earl), Evansdale (W. Huxley), St. Cyr (Walter Griggs), Land of Song (Donoghue), Anglesey (Saxby), Cincinnati (Wheatley), My Prince (William Griggs), Sir Bager (Clark), Carrickfergus (Fox).

## The Race.

Kennymore, Coreya, Black Jester and Hapsburg were leading the field all the way, the favourite winning a grand race by a short head only. Hapsburg was fourth. The time was 1min. 38secs.

[Note:—Kennymore a 3-year-old bay colt by John O'Gaunt-Croceus was only tried late last season in two events, running third in the Middle Park Plate (6 furs) to Coreya and Stormway and winning the Dewhurst Plate (7 furs) beating Coreya, Carrickfergus and four others. He is a candidate for the Derby (May 2) but not the St. Leger, and has a number of other engagements before him for which he has been entered, 21 in all.

Last year the result was Louisa, Cragmour, Meeting House and other winners since 1907 were Stacey, Norman III, Minora, Neil Gow, Sunstar, and Sweeper II.

It is interesting to note that neither of Mr. Dalton's two candidates, Stormway and Longtown, ran, both of which won races as two-year-olds; the former won seven times out of ten attempts, was twice second and once fourth; and the latter won twice and was placed four other times.—(En.)

## THE "FANNY'S" CONSIGNMENT.

LONDON, April 29. The *National Zeitung* states, says Reuter's Berlin correspondent, that the *Fanny's* consignment to Ulster was 30,000 American small calibre rifles and 3,000,000 cartridges.

## MR. ROOSEVELT'S LATEST DISCOVERY.

LONDON, April 29. Mr. Roosevelt's expedition has not explored Brazil, but it has discovered a tribe of unknown naked savages.

## ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
Karanara & Co. ... £810

Eleven Chinese were charged before Mr. Wood this morning by Inspector McHardy with gambling in a house at Wanchai. The keeper was fined \$75 and the remainder \$4 each.

Notice is given that a beacon, painted red and exhibiting a red unclassified light has been established to mark the end of the spit that extends to the south-eastward from Pedder Island and the northern side of the channel at the eastern entrance to the Whampoa Channel. Canton River. The beacon is in 7 feet of water at low water of spring tides, and from it the eastern side of the Whampoa Dock gate bears S. 38° E., magnetic distance 2.17 cables.

## A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right, is no sign that they are not dangerous. Get a bottle of Chamberlain's Pain-Balm and see that every injury is cared for immediately. You can get nothing better, and blood-poisoning is a dangerous disease to cure. For sale by all Chemists and Druggists.

## HONGKONG EXPORTERS AND DEALERS.

## HUMAN HAIR FOR FALSE PACKING.

Mr. F. Devington (Bradley and Co.) presided at the annual general meeting of the Association of Exporters and Dealers of Hongkong, held last night in the old Chamber of Commerce Room at the City Hall. The firms represented were: Jardine, Matheson and Co. (Mr. A. Phipps), McAlister and Co. (Mr. A. Winter), Arncliffe, Karberg and Co. (Mr. L. V. Langstein), Siemens and Co. (Mr. F. Davidson), Heiss and Co. (Mr. W. Singler), W. G. Humphreys and Co. (Mr. W. M. Humphreys), Union Trading Co. (Mr. Ho Yee Tai), G. Martin (Mr. G. A. Bonn), Harry Wicking and Co. (Mr. J. Owen Hughes), Jensen and Co. (Mr. J. Helmes), Tung On Lee (Mr. Un Kam Wai), Wends and Co. (Mr. W. A. Hamuloh), Gilman and Co. (Messrs. C. N. G. Walker and G. Miskin), U. Runjaha and Co. (Mr. U. Runjaha), along with the Secretary, Mr. E. A. M. Williams.

## CHAIRMAN'S ADDRESS.

The Chairman said: As will be seen from the report, your committee during the past year has had considerable correspondence with the different ports and cities of the world and I think that their labours have not been altogether in vain. As might be expected with a young institution such as ours, several difficulties and obstacles have been encountered but I think that some material progress has been made in establishing the Association as a factor in the protection and furtherance of Far Eastern commerce with the difference markets of the world.

Special attention has been paid to wood oil, and in the report you will find some very useful information in regard to the different methods used for testing good oil. The information now placed at your disposal, should be of some considerable use as practically all the tests required by the different markets are shown. The Association's thanks are due to the Government Analyst, Mr. Browne, for his valuable assistance and help in this connection. I would mention that exporters of wood oil can have their shipments tested by the Government Analyst at a reasonable fee.

There was some trouble occasioned during the past year in respect to oil business on account of London buyers insisting upon the clause "Guaranteed free of resin" being inserted in all contracts for casia oil 80/85 per cent. This matter was taken by your committee and as a result of their enquiries, and as also the Government Analyst gave it his opinion that it was not possible to exclude the presence of traces of resin from the oil under the present conditions of production, your committee issued a circular to members advising them not to agree to the insertion of the clause above mentioned. As exporters are not able to buy casia oil 80/85 per cent. from dealers with the clause "guaranteed free of resin," it stands to reason that they cannot agree to the terms put forward by London.

Doubtless many of the exporters of Hongkong have had occasion at one time or other to complain of the clause in arbitration contracts of "inferiority of quality." Your committee took this matter with the General Produce/Brokers Association of London, but I regret to say that the reply from this association cannot be regarded as satisfactory by your committee. Shanghai have also taken up this matter and have written to the General Produce/Brokers Association of London pointing out that the arbitrators are brokers and that the Appeal Committee also consists of brokers, and suggesting that a greater feeling of confidence in the justice of their awards would be felt by China and Hongkong merchants if one of the arbitrators was a merchant. Your committee have written supporting and endorsing the Shanghai letter and as this movement in regard to the deletion of the words "inferiority of quality" is also supported by the Coast Port Chambers of Commerce, it is to be hoped that some satisfactory settlement may be arrived at during this year.

It is thought that if some fuller explanation was contained in the arbitration award, that this would help dealers and exporters to guard against the repetition of faults in future shipments.

It is greatly to be regretted that the Association does not receive a wider support from the Chinese exporters, and dealers of Hongkong. We all know that the Chinese are a very conservative race, and that it takes some time before they will thoroughly give their support to any innovation, but it is to be hoped that it will not be long before our Chinese friends come to the conclusion that the Association is as much for their own interests as for the exporter, whether foreign or Chinese. The Association is of course for the benefit of all the members thereof, and the larger the membership, the greater the potential benefit to the export trade of Hongkong and China.

I regret to say that the adulteration of essential oils appears to be on the increase and also the insertion of extraneous matter, and false packing in Chinese produce such as human hair, etc. This is having a most serious effect upon the export trade and your committee cannot but think that if more of our Chinese friends would join the Association and take an intelligent interest in it, that they would prove a great help in helping the Association to impress upon all suppliers of Chinese produce the necessity for always supplying and shipping goods up to standard. The committee have already had the matter of adulteration of essential oils under discussion, and do doubt the incoming committee will give

## DRESS IN A DUST BIN.

Madame Fitch dress maker, Des Voeux Road, Hongkong, was the complainant in a charge of theft in Mr. Melbourne's Court this morning. Mr. Wilson prosecuted.

Evidence by Miss Stephens, the complainant's manageress, was to the effect that a silk dress and some cotton material were handed to the tailor Ah Wing to be "made up" and defendant was alleged to have taken the dress and endeavoured to sell it. He was unsuccessful and was seen to place the dress wrapped in a piece of brown paper in a dust bin.

Ah Wing, the tailor, said he missed the dress from the wardrobe and reported it. Another witness saw defendant drop the parcel on the dust bin.

The case was adjourned until to-morrow at 11 a.m.

## CORRESPONDENCE.

[We do not necessarily acquiesce in opinions expressed by correspondents.—Ed.]

## HARBOR DEPARTMENT OUTRAGED.

(To the Editor of the "China Mail.")

Sir,—Surely, the Hon. Mr. Hewett's strong condemnation of the Harbour Department at the annual meeting of the Chamber of Commerce reported in your issue of yesterday has something more at the back of it than the innocent suggestion put forward by that department of having all steam launches in the harbour licensed.

I think that the Hon. Mr. Hewett must agree that the license fee paid by owners of steam launches is a rent for the use of the waters of the Colony, and the survey certificate attached a guarantee for the safety of the public. I shall take two launches running in the harbour, the "Jennette" and the "Hongkong Hotel," both vessels meet the P. and O. Mail, and both carry passengers and to from the shore, one is licensed the other is not. Why?

I will take two more, the "Start" and the "Mitsui," both tow in the harbour, one is licensed the other is not. Why?

The Hon. Mr. Hewett, C.M.G., might explain, he assists in making the laws of the Colony.

OBSERVER.

their best endeavours towards remedying the evil and establishing at the same time a proper basis for future business in the same way as has been done during the past year with regard to wood oil.

We should also like to see our Canton friends forming a like Association to ours or having a special subsection of their Chamber of Commerce to deal with the export trade as we think this would help the interests of the export trade of South China.

I am glad to say that the hope I expressed on our last annual meeting, that at the end of 1913 we should have been able to pay all our initial expenses has been realised.

The adoption of the report and accounts was then moved from the chair.

## ASSOCIATION'S EXISTENCE JUSTIFIED.

Mr. J. Owen Hughes in seconding said: It gives me great pleasure to second the adoption of the reports and accounts. I would like to take this opportunity to congratulate the Chairman, Committee and Secretary on the excellent work accomplished during the year. The report is most interesting reading, and shows that a vast amount of work and careful thought has been given to the affairs of this Association by the General Committee. They have made our existence known throughout the Far East as well as to the principal commercial centres of the world, and it cannot be doubted that with the same care given by future Committees as has been given by these gentlemen, the Association will eventually be of incalculable benefit to its members. The work done in connection with the export of Wood Oil alone fully justifies the existence of our Association, and the Committee are to be congratulated on the fact that, mainly through their efforts, a recognised standard test for this oil has now been arrived at—and particularly that this test can be made by the Government Analyst of Hongkong at a small cost. I fully endorse our Chairman's remarks that our thanks are due to Mr. Browne for his help in this connection, and would go further and say, that merchant firms who have occasionally to consult an expert analyst are exceedingly fortunate in having such a courteous and obliging official as Mr. Frank Browne to go to. It is highly gratifying to know that Government recognises the need of this Colony as an important exporting centre by extending its laboratories for commercial work, and I hope the time is not far off when this Association will be able to arrive at an acceptable standard for all such produce as is exported from this port, and that we shall be able to obtain the "Hall Mark" of the Government on such goods, and so reduce, if not put an end to, the abnormal claims that have now to be faced. In our present Government, Sir Henry May, we have one who will, I am sure, render this Association his assistance and support. It must be obvious that individual action alone will avail nothing with such a strong organisation as the London Produce Association, and their action in the matter of this vague expression "inferiority of quality" is much to be regretted.

## LANE, CRAWFORD and Co.

(TELEPHONE 97.)

## NEW SUMMER GOODS

NOW SHOWING

## SUN HELMETS

IN PITH, CORK, FELT &amp; RUBBER

FROM \$4.50 EACH

NEW SHAPES IN

## DOUBLE COLLARS

1 1/2, 1 3/4, 2, 2 1/4, &amp; 2 1/2 INCHES HIGH

ALL SIZES \$4.50 PER DOZEN

## LEATHER BELTS

NON-RUST BUCKLES

FROM \$1.50 EACH

NEW SHIRTS, TIES, ETC.

## LANE, CRAWFORD &amp; CO.

## WHITEAWAY, LAIDLAW &amp; Co., Ltd.

Are now showing the very latest novelties in Men's Wear. Our prices will appeal to you.



Cawnpore twill vyjamas,

made of fine Indian Cotton,

will wear splendidly, in neat

blue and pink pin stripes.

\$3.75 Suit.

## White web belts

(Width 1 1/2" 1 3/4" 2")

will wash excellently.

Prices 80 cts.

90 cts. 1.00 each.

WHITEAWAY, LAIDLAW &amp; Co. Ltd. 21 Des Voeux Road.



## TETE-A TETE

Pardon my mentioning the

matter but didn't you order

a WEISKY-TANSAN for yourself and TANSAN

LEMONADE for me. "Yes and that's what we've

got and not only that it's WILKINSON'S the

one and only GENUINE TANSAN on the Market.

The best people want the best things you know!

Ahem!" "Ha! Ha! It's all right, then I shall always

insist on getting the Genuine Article in future.

SOLE AGENTS

## Gande, Price &amp; Co., Ltd.

WINE MERCHANTS

8, Queen's Road Central

Tel. No. 135

HONGKONG



## SHIPPING

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.WILL dispatch VESSELS to the Undermentioned PORTS on or about the  
DATES named:-

FOR	STEAMERS	TO SAIL	REMARKS
BANGKOK, MUJI, KOBE & YOKOHAMA	NOVARA Capt. H. R. Hetherington	About 2nd May.	Freight and Passage.
SHANGHAI	INDIA Capt. C. J. Talbot, R.N.R.	About 7th May.	Freight and Passage.
LONDON, via Cebu, Port of Call	ASSAYE Capt. G. J. Colwell	Noon 8th May.	See Special Advertiser.
LONDON & ANTWERP via Suez, Port, Cebu, Port Said & Marseilles	NOBIA Capt. F. J. Fox	5 p.m. 1st May.	Freight and Passage.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.  
VIA VANCOUVER AND  
THE CANADIAN PACIFIC RAILWAY.  
PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.  
FOR VANCOUVER.

From Hongkong.	
EMPEROR OF JAPAN	Thursday, April 30.
EMPEROR OF RUSSIA	Wednesday, May 13.
EMPEROR OF INDIA	Thursday, May 28.
EMPEROR OF ASIA	Wednesday, June 10.
EMPEROR OF JAPAN	Thursday, June 25.
MONTREAL	Saturday, June 27.

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw 21 knot turbine steamers of 10,000 tons displacement. The EMPEROR OF INDIA and EMPEROR OF JAPAN are new quadruple screw 21 knot turbine steamers of 10,000 tons displacement. All steamships of the Company's Pacific and Atlantic Fleet are equipped with the latest and most efficient machinery.

All steamships of the Company's Pacific and Atlantic Fleet are equipped with the latest and most efficient machinery.

FARE RATES, HONGKONG TO LONDON:

EMPEROR OF RUSSIA Optional Atlantic Port £71.10.

EMPEROR OF ASIA do do £65.

EMPEROR OF INDIA do do £65.

EMPEROR OF JAPAN do do £65.

MONTREAL Intermediate service—First class railway, second cabin Atlantic via Canadian Atlantic Port £43.

Atlantic via Boston or New York £46.

Meals and sleeping car across Canada not included in any of above rates. It required each will cost £8 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through passengers are allowed stop over privileges at the various points of interest on route.

For further information, Map, Guide Books, Rates of Passage and Freight, apply to D. W. ADDOCE, General Traffic Agent, Corner Peddar Street and Praya (Opposite Blakely Pier).

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, &c.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by railway between Ports of Call in Japan free of charge.

NIPPON YUSEN KAISHA.  
THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUZUKI AND PORT SAID	MISHIMA MARU Capt. Nomura KAGA MARU Capt. Soyeda	WEDNESDAY, 5th May, at 10 a.m. WEDNESDAY, 20th May, at 10 a.m.

VICTORIA, B.C. & SE-T TUE, via SHANGHAI, MOI, KOBE, YOKOHAMA & YOKOHAMA	TAMBA MARU Capt. —	TUESDAY, 5th May, at Noon.
KOBE & YOKOHAMA	HITACHI MARU Capt. Sato	THURSDAY, 7th May, at 11 a.m.

NAGASAKI, KOBE AND YOKOHAMA	KUMANO MARU Capt. Soyeda	TUESDAY, 5th May, at 5 p.m.
SYDNEY AND MELBOURNE, THURS. via MANILA, THURS. DAY (via SINGAPORE, VILLAGE AND BRISBANE)	NIKKO MARU Capt. Soyeda	WEDNESDAY, 6th May, at Noon. WEDNESDAY, 3rd June, at Noon.

CALCUTTA via SINGAPORE, PENANG & RANGOON	KIRIN MARU Capt. —	SATURDAY, 2nd May, at Noon.
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Equipped with new system of wireless telegraphy.

Passenger Season—1914.

FOR EUROPE.	
MISHIMA MARU	20,000 tons sails Wednesday 5th May.
KAGA MARU	12,500 " " " 20th May.

FOR AMERICA.	
TAMBA MARU	12,500 tons sails Tuesday 5th May.

With option of Ball between Steamer's calling Ports in Japan.

For further information apply to T. KUSUMOTO, Manager.

Telephone No. 222.

THE CHINA MAIL

Typhoon Map &amp; Guide

Price

## SHIPPING

## PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO  
Via Shanghai or Manila, Nagasaki, Inland Sea, Kobe,  
Yokohama and Honolulu.

## THE SUNSHINE BELT

Operating the following steamers  
MONGOLIA, MANCHURIA, KOREA, SIBERIA  
and  
NILE, CHINA and PERSIA.Some Features of Service.  
Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless Telegraphy, Submarine Signal Service and Bilge Keels.

Culinary under personal supervision of Mr. V. Moretti, one of the World's most famous caterers. Passengers have the privilege of traveling by Rail between Ports of Japan.

STEAMERS	18,000 Tons Sailing	SATURDAY, 9th May, at 1 p.m.
KOREA	18,000 Tons Sailing	SATURDAY, 16th May, at 1 p.m.
MANCHURIA	18,000 Tons Sailing	WEDNESDAY, 27th May, at Noon.
SIBERIA	18,000 Tons Sailing	SATURDAY, 30th June, at 1 p.m.

For San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama & Honolulu.

HONGKONG—MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
Leave Hongkong.	Arrive Manila.	Leave Manila.	Due Hongkong.

King's Building (Opposite Blakely Pier).

Panama-Pacific International Exposition—San Francisco—1915.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE.  
via SHANGHAI, MANILA, the INLAND SEA  
JAPAN, and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
SHINYOMARU	22,000-21 knots	from Kobe 11th May.
OHIO MARU	22,000-21 knots	Tuesday, 19th May.
TENYO MARU	22,000-21 knots	Tuesday, 16th June.
NIPPON MARU	11,000-18 knots	Tuesday, 23rd June.
HONGKONG MARU	11,000-18 knots	Friday, 10th July.

Passengers by this steamer may travel per a.s. "HONGKONG MARU".

\* via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London £71-10. Return (6 months) £120.

First Class to New York £60. " " £98-10.

First Class to San Francisco £45. " " £88.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, &c.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz,  
Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Sailing
ANYO MARU	13,500-15 knots	from Nagasaki 2nd July.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent.

Telephone 291.

MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	MACILLAN, POLYNESIE, V. CROTAT.	3rd May, 17th May, 31st May.
MARSEILLES, via Port of Call	PAUL LECAT, CORDILLER, MACILLAN.	5th May at 1 p.m., 18th May at 1 p.m., 2nd June at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING ON THE CO'S Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris by rail.

Circular tickets to Europe via Suez and SIBERIA routes and vice versa delivered here.

For further particulars apply to S. O. de BUSSIERRE, Act. Agent.

THE EASTERN & AUSTRALIAN  
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	May 2nd	May 1st at 10 a.m.
EMPIRE	May 23rd	May 22nd at 10 a.m.
ST. ALBANS	June 13th	June 12th at 10 a.m.
EASTERN	June 13th	July 10th at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A day's qualified Doctor and 2nd wireless are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

GIBB, LIVINGSTON &amp; CO. Agents.

Agents.

## SHIPPING

## CHINA NAVIGATION CO. LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHERPOO & TIENTSIN	HUICHOW	May 1, at Noon.
SHANGHAI & TSINGTAU	SANGHAI	May 2, Midnight.
MANILA, CEBU & ILOILO	CHINCHOW	May 5, at 4 p.m.
SHANGHAI	LIANGCHOW	May 5, at 4 p.m.
PAKHOI & HAIPHONG	LUCHOW	May 8, at 10 a.m.
SHANGHAI	CHENAN	May 7, at 4 p.m.
SHANGHAI & TSINGTAU	CHENAN	May 8, Midnight.
MANILA, CEBU & ILOILO	TAMING	May 12, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'.

MANILA LINE. Twin Screw Steamers 'Chinua', 'Taming', & 'Teau'. Excellent saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Teau'.

SHANGHAI AND TSINGTAU LINE. The Twin Screw Steamers 'Anhui', 'Chenan', 'Shaoching' and the S.S. 'Kanchow', 'Luchow', 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the state-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Marry Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shek shai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES Single \$45 Return \$75.

For Freight or Passage apply to B. T. TERFIELD & SWIRE, AGENTS.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	YUENSANG	FRIDAY, May 1, at 2 p.m.
MANILA	LOUSANG	SATURDAY, May 2, at 2 p.m.
SHANGHAI	LOUSANG	SUNDAY, May 3, Daylight.
SHANGHAI & TSINGTAU	LOUSANG	TUESDAY, May 5, Daylight.
SINGAPORE, PENANG & CALCUTTA	LOUSANG	WEDNESDAY, May 6, at 2 p.m.
YOKOHAMA, KOBE & MOI	YUENSANG	THURSDAY, May 7, Daylight.
SHANGHAI	YUENSANG	THURSDAY, May 7, Daylight.
MANILA	LOUSANG	SATURDAY, May 9, at 2 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kanchow, Nansung & Loising leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Kanchow, Nansung, Loising, Yachang and Yachang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Passengers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking cargo on through Bills of Lading to Kutch, Lahad Datin, Singapore, Swatow, Uman, Jeddah and Lebanon.

For Freight or Passage, apply to Telephone No. 215.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

## THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO CHANGE WITHOUT NOTICE).

'SHIRE' LINE SERVICE—HOMEWARD.

For Steamers. Date of Departure.

LONDON, ROTTERDAM & ANTWERP.	'CARDIGANSHIRE'	About 12th May.
LONDON, ROTTERDAM & ANTWERP.	'RADNORSHIRE'	About 26th June.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND. 'GLENLOCHY' About 1st May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND. 'CARNARVONSHIRE' About 28th May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND. 'MONMOUTHSHIRE' About 29th June.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

## BRITISH INDIA S. N. CO., LTD.

APCAR LINE.  
REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, HONGKONG, SHANGHAI  
AND JAPAN PORTS.

EASTWARD.

S.S. G. APCAR, 4,600 tons, Capt. J. M. Drake, will be despatched for SHANGHAI, KOBE and MANILA on 1st May.

S.S. JAPAN, 6,013 tons, Capt. C. P. Soddon, will be despatched for YOKOHAMA, KOBE and MANILA on 10th May.

WESTWARD.

S.S. MUTIRA, 4,644 tons, Capt. Carey, for SINGAPORE, PENANG, RANGOON and CALCUTTA quick despatch.

S.S. TORILLA, 5,005 tons, Capt. Swanton, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 15th May.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a daily guaranteed ration.

For Freight or Passage, apply to DAVID GASSOON & CO. LTD., Agents.

Agents.

## SHIPPING

THE 'INDRA' LINE, LIMITED.  
FROM NEW YORK, via SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

THE Steamship

'INDRASAMHA'

Captain Jones, will be despatched for NEW YORK via SUEZ on or about MONDAY, 6th May.

For Freight, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215, Sub. Ex. No. 2.  
Hongkong, April 4, 1914.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, COLUMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 4334YE, Capt. G. J. Colwell, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 9th May, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mooltan from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, and Tea and Cargo for France, and London (under arrangement) will be transhipped to Colombo by the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed by Bombay and transhipped to the a.s. Mooltan due in London on 19th June, 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendents.

Hongkong, April 25, 1914.

THE AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

THE Steamship KIOTO.

Captain SMITH, will be despatched from Hongkong on the 5th May.

FOR BOSTON & NEW YORK.

(With Liberty to call at the Malabar Coast).

For Freight and further particulars, apply to THE BANK LINE, LIMITED, Agents.

Hongkong, April 28, 1914.

NOTICE TO CONSIGNEES.

FROM PORTLAND, OR., & PUGET SOUND PORTS.

THE H.A.L. Steamship BELGAVIA.

Captain MANZER, having arrived, Consignees are hereby notified to send in their Bills of Lading for counter signature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, the 28th April at noon, will be landed at Consignees' risk and expense and delivery must then be taken from The Hongkong and Kowloon Wharf and Godown Co's Godown.

Cargo remaining undelivered on 5th May at Noon, will, in addition to landing charges, be subject to storage charges. No fire insurance whatever will be effected.

All damaged and otherwise damaged Cargo to be placed on board or in the Godown; the examination of same to be held on TUESDAY the 5th May at 10 a.m.

Claims must be accompanied by short delivery notes or list of exceptions, and at the time of delivery to Consignees and signed for on behalf of the H.A.L.

All Claims must be filed on or before the 15th May otherwise they will not be recognized.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, April 27, 1914.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER-LOYD BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ WALDEMAR.

Having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon & West Point Godowns, whence delivery may be obtained.

Optional Cargo will be loaded on unless intimation is received from the Consignee before Noon to-day, retaining it to be landed here.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after 3rd of May, will be subject to pay to the Consignee.

All Broken, Chipped, and Damaged Goods are to be left in the Godown, where they will be examined on the 3rd of May, at 2.30 a.m.

All claims must reach us before the 10th of May, 1914, or they will not be recognized.

No fire insurance will be effected. Bills of Lading will be accompanied by the Underwriter.

NORDDEUTSCHER-LOYD BREMEN.







# SPECIAL LIQUEURS

Pints and Quarts.

PEPPERMINT

Marie Brizard

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W. A. Gilbey

Hulst Kamp

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Marie Brizard

CURACAO

D. O. M.

APRICOT BRANDY

CHARTREUSE

Cusenier

Yellow

Green

Luxardo

Cusenier

MARASCHINO

KUMMEL

CHEERRY WHISKY

CHEERRY BRANDY

APRICOTINE

CREME DE MOKA

PEACH BRANDY

MANDARINETTE

CREME DE VIOLETTE

CREME DE CACAO

LIQUEUR FOCAMP

BITTERS.

AMER PICON

BITTER SECRESTAT

FERNET BRANCO

AUGUSTURA

POMERANZEN

ORANGE

## MacEwen, Frickel & Co.

### STEAMERS PASSED SUEZ CANAL.

April 14, *Benadon*, *Atreus*, *Longon*, *Esperant*, *Calle*, *U. J. D. Aleria*, *Patricia*, *Moenshouke*.

April 17, *E. F. Ferdinand*, *Maham*, *Spain*.

April 21, *Benarig*, *Reemus*, *Meinam*, *Angphong*, *Sithonia*, *Indradra*, *Katari*.

April 24, *Benamond*, *Borneo*, *Miyagaki*, *Maru*, *Palmira*, *P. E. Friedrich*, *Prinz Ludwig*.

April 28, *Andria*, *Benvenue*, *Den*, *Atlie*, *Senagabibi*, *Nelus*.

ARRIVALS FROM CHINA.

April 28, *Kanaka*.

### STEAMERS EXPECTED.

*Moscow*.

The *F. M. S. Co.*'s *Siberia* sailed from Yokohama on Saturday, the 25th April for Hongkong via Manila. The United States mail has been transferred to the *Messageries Maritimes* str. *Faulstich* scheduled to arrive at this port on the 4th May.

The *C. P. R. Co.*'s *R.M.S. Empress of Russia* arrived at Yokohama at 5.30 a.m. on the 28th April, and left at noon on the same day, due to arrive here at 9 a.m. on the 29th April.

The *U. P. R. Co.*'s *R.M.S. Montague* left Yokohama between 2 and 4 p.m. on the 18th April.

The *P. & O. S. N. Co.*'s *R.M.S. Empress of India* left Vancouver between 2 and 4 p.m. on the 23rd April.

The *P. & O. S. N. Co.*'s *R.M.S. Empress of Asia* left Yokohama between 2 and 4 p.m. on the 24th April.

*Over Manila.*

The *Shire Line*, Ltd.'s *s.s. Glenloch* left Singapore on Saturday, the 25th April, and is due here on Thursday, the 30th April, p.m.

The *Austrian Lloyd*'s *s.s. Bohemia* left Singapore for this port on the 25th April, p.m., and is due to arrive here on the 30th April, a.m.

The *P. & O. S. N. Co.*'s *s.s. Novara* left Singapore for this port on the 25th April, at 2.30 p.m., and is due here on the 30th April, at 4 p.m.

The *H. A. L. Co.*'s *Pureit* left Singapore on the 25th April, a.m., and may be expected here on or about the 30th April, p.m.

The *Apar Line*'s *s.s. Apar* from Calcutta, left Singapore on the 26th April, and may be expected here on or about the 1st May.

The *O. S. N. Co.*'s *s.s. Eyang* left Shanghai on the 26th April, is due here on the 1st May.

The *Austrian Lloyd*'s *s.s. Persia* left Shanghai for this port on the 26th April, and is due to arrive here on the 1st May.

The *N. D. L. Co.*'s *s.s. Borussia* left Sandakan on Sunday afternoon, the 26th April, and may be expected here on or about Sunday morning, the 3rd May.

The *Mogul Line*'s *s.s. Mowrah* from United Kingdom left Singapore on the 27th April, and is due here on or about the 3rd May.

The *Julia Line*'s *s.s. Indrapurba* from San Francisco, is due here on the 4th May.

The *O. S. N. Co.*'s *s.s. Yokohama* left Calcutta on the 19th April, is due here on the 5th May.

The *D. L. Co.*'s freight steamer *Holland* left Singapore on Monday, the 27th April, at 5 a.m., and may be expected here on or about Sunday, the 3rd May, at 1 p.m.

The *Shire Line*, Ltd.'s *s.s. Cardigan* left Seattle on the 10th April, is due here on the 9th May.

The *Shire Line*, Ltd.'s *s.s. Denbighshire* passed the Canal on the 14th April, is due here on the 10th May.

The *B. I. S. N. Co.*'s *s.s. Japan* sailed from Calcutta on the 25th April, and may be expected here on or about the 11th May.

*Latest Arrivals.*

The *G. N. Co.*'s *s.s. Minnetonka* left Manila for this port on the 29th April, and is expected here on the 1st May.

The *E. & A. Co.*'s *Empire* from Sydney, left Manila for this port on the 30th April, at 5 a.m., and may be expected to arrive here on Saturday, the 2nd May, at daylight.

The *N. Y. K. Co.*'s *s.s. Makura Maru* (European Line) left Yokohama for this port on the 27th April, and is expected here on the 4th May.

The *N. Y. K. Co.*'s *s.s. Kuma Maru* (Australian Line) left Yokohama for this port on the 23rd April, and is expected here on the 4th May.

The *N. Y. K. Co.*'s *s.s. Noko Maru* (Australian Line) left Kobe for this port on the 28th April, and is expected here on the 5th May.

The *N. Y. K. Co.*'s *s.s. Bonbay Maru* (Bomby Line) left Yokohama for this port on the 28th April, and is expected here on the 5th May.

The *N. Y. K. Co.*'s *s.s. Jinsen Maru* (Bomby Line) left Kobe for this port on the 29th April, and is expected here on the 6th May.

The *N. Y. K. Co.*'s *s.s. Hachi Maru* (European Line) left Yokohama for this port on the 29th April, and is expected here on the 6th May.

The *N. Y. K. Co.*'s *s.s. Haku Maru* (Calcutta Line) left Calcutta for this port on the 21st April, and is expected here on the 10th May.

The *N. Y. K. Co.*'s *s.s. Aki Maru* (American Line) left Yokohama for this port on the 29th April, and is expected here on the 10th May.

The *E. & A. Co.*'s *s.s. St. Albans* left Sydney for this port, via Queensland Ports, Port Darwin, Timor and Manila, on the 29th April, and may be expected to arrive here on or about the 23rd May.

The *N. Y. K. Co.*'s *s.s. Sado Maru* (American Line) left Seattle for this port on the 21st April, and is expected here on the 24th May.

The *N. Y. K. Co.*'s *s.s. Kikano Maru* (European Line) left Yokohama for this port on the 26th April, and is expected here on the 2nd June.

*Temperatures.*

Hongkong, April 30, 1914.

Barometer 9 A.M. 29.96

Do 4 P.M. 29.92

Thermometer 9 A.M. 77

Do 4 P.M. 78

Do (West bulb) 9 A.M. 75

Do (West bulb) 4 P.M. 76

Do (West bulb) 9 A.M. 74

Do (West bulb) 4 P.M. 75

Do (West bulb) 9 A.M. 73

Do (West bulb) 4 P.M. 74

Do (West bulb) 9 A.M. 72

Do (West bulb) 4 P.M. 73

Do (West bulb) 9 A.M. 71

Do (West bulb) 4 P.M. 72

Do (West bulb) 9 A.M. 70

Do (West bulb) 4 P.M. 71

Do (West bulb) 9 A.M. 69

Do (West bulb) 4 P.M. 70

Do (West bulb) 9 A.M. 68

Do (West bulb) 4 P.M. 69

Do (West bulb) 9 A.M. 67

Do (West bulb) 4 P.M. 68

Do (West bulb) 9 A.M. 66

Do (West bulb) 4 P.M. 67

Do (West bulb) 9 A.M. 65

Do (West bulb) 4 P.M. 66

Do (West bulb) 9 A.M. 64

Do (West bulb) 4 P.M. 65

Do (West bulb) 9 A.M. 63



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To-day's Advertisements

Don't fail to read

THE AWAKENING,

AND

THE TEN PERCENTER

in the May issue of

## THE HONGKONG MAGAZINE.

On sale May 1st.

by Messrs. Kelly & Walsh, Ltd.

Brewer & Company,

Sayce & Company,

Star Ferry News Depot,

AND

Peak Tram Station News Depot.

Hongkong, April 30, 1914. 549

TO LET.

N<sup>o</sup>. 2, "ORMSBY TERRACE"

Granville Road, Kowloon.

Apply to—

SPANISH DOMINICAN

PROCURATOR.

Hongkong, April 30, 1914. 547

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. STEAMSHIP

FURST BULOW.

Captain F. JAKOB, having arrived, Con-

signees of Cargo are hereby informed

that their goods are being landed and placed

at their risk in the hazardous and/or extra

assisted Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

whence delivery may be obtained

against Bills of Lading countersigned by the

Undersigned.

Optional cargo will be carried on un-

derneath the contrary to be given To-day.

All claims must be presented within ten

days of the steamer's arrival here after

which date they cannot be recognized.

No claims will be admitted after the 6th May,

will be subject to rent.

All Broken, Chafed, and Damaged Goods

must be left in the Godowns where they

will be examined on the 6th May at

8.30 a.m.

No Fire Insurance will be effected by us

in any case whatever.

This steamer brings on cargo—

Ex a.s. from Amoy.

Ex a.s. from Amoy.

Ex a.s. from Amoy.

Ex a.s. from Amoy.

Ex a.s. from Amoy.

Ex a.s. from Amoy.

Ex a.s. from Amoy.

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To-day's Advertisements

THE SANITARY BOARD

ELECTION.

TO THE ELECTORS.

GENTLEMEN,

I beg to offer myself as a candidate

for the vacancy on the Sanitary Board,

and to submit my qualifications.

I have now resided in this Colony for

nearly 14 years, and may therefore have a

claim to a good working knowledge of local

conditions, as I have seen the Colony

develop in every way during that time, and

have always been keenly interested in the

hygienic and other conditions of Hongkong.

My experience of the Colony is not con-

fined to the Peak, as I have resided in

almost every part of it, and have been in

some degree a pioneer as far as residence is

concerned.

This has enabled me to make a study of

local conditions of atmosphere, drainage

and other matters within the control of the

Sanitary Board.

In my professional capacity I have been

continually in touch with the local Ordin-

ances and By-laws, and have made a

thorough study of them.

I have no need to gain and no axe to grind

should I be elected to the Board.

On the contrary, my election will involve

a considerable amount of sacrifice of my

professional and spare time, which, how-

ever, I will gladly give if I can in any way

serve your interests and those of the

general public of Hongkong.

I have several times been member of

committees in this Colony, and I think it will be con-

firmed by many of you who know me, that what-

ever my limitations may be, I am afraid of

no one, and shall vote according to my

convictions, without fear and without

involvement, in the interests of the community

at large.

PHILIP W. GOLDING.

THE ELECTORS TO THE SANITARY

BOARD.

GENTLEMEN,